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SOUTHWEST CORRIDOR PROJECT NEWSLETTER



First meeting of the Forest Hills SATF.

Comités de area de estación Su función en el diseño

¿Como es que una estación va desde ser una idea a convertirse en un edificio? ¿Que influencia pueden tener los vecinos sobre el diseño de una estación? ¿Que impacto tendrán las estaciones sobre las áreas cercanas? ¿Sobre el desarrollo?

Estas son algunas de las preguntas que se discutirán durante los próximos meses através del corredor, pero sobre todo en los Comités de Areas de Estación, SATF's.

El diseño

Antes de que los arquitectos puedan desarrollar sus diseños para las estaciones, se tienen que establecer lo que se llama los requisitos del programa. Estos no son otra cosa que una definición de los problemas y un informe de las normas que guiarán el diseño. Estas normas se llaman Criterios de Diseño.

Cada estación en la línea anaranjada es un problema distinto. A la vez, hay algunos elementos que son necesarios para el sistema de tránsito en total, o por la línea anaranjada. Los elementos que están más cerca de los rie-

les, como las plataformas, serán los mismos através del sistema y probablemente serán establecidos por los ingenieros y arquitectos. Los elementos mas cerca a la calle son más flexibles y responderán más a la voluntad de las comunidades envueltas.

Los criterios más inflexibles los establecen el MBTA, la Administración Federal de Ferrocarriles, y otras agencias públicas para garantizar la seguridad pública y asegurar operaciones eficientes.

Algunos ejemplos de este tipo de criterio son: el tamaño y espacio libre de las plataformas, los requisitos para el funcionamiento de trenes y guaguas, los requisitos de acceso a las estaciones, los códigos de fuego y construcción, requisitos mecánicos y eléctricos, las necesidades de personas con impedimentos físicos, etc.

Los criterios más flexibles son los que se refieren a las estaciones y su relación con la calle, los que definen los objetivos del diseño de cada estación según los patrones de tráfico, la circulación

(cont. en la pag. 3)

CORRIDOR NEWS

Issue no. 3

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Station Area Task Forces Their role in station design

How does a station go from an idea to becoming a building? What kind of input will residents have in the design of the stations? What will be the impact of the stations on the surrounding areas? On development?

Before architects can begin developing physical solutions or design alternatives, program requirements must be established for each station. These are nothing more than a definition of the problems and a statement of the standards and controls that will guide the designs of the stations. These standards are called Design Criteria.

The design of each new station in the Orange Line is a separate problem. There are also "system-wide" elements which must be uniform so that the trains can operate and so that the system can be easy for passengers to use. Some elements will be repeated at all stations. The elements at the track level are system wide, and more likely to be uniform; those closest to the street are more flexible and will vary depend-

ing upon the needs and preferences of the communities involved or of the particular bus routes involved in bringing passengers to the station.

The uniform criteria are those standards set by the MBTA, the Federal Railroad Administration and other public agencies in order to guarantee public safety and insure efficient operations. Examples of these are: platform dimensions and clearances, bus and train operation requirements, access dimensions, building and fire codes, mechanical and electrical requirements, noise and vibration standards, provisions for the handicapped, etc.

The more variable criteria focus on the station lobby and its relationship to the street. They specify the objectives of each station design in response to local traffic patterns, pedestrian linkages, surrounding activities and neighborhood character. They include such concerns as landscaping, connections with the Corridor Green Belt, (cont. on P. 3)

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FROM THE PROJECT MANAGER

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

Southwest Corridor Project
131 Clarendon Street, Boston, MA 02116
(617) 722-5834 (617) 522-6071

This third issue of Corridor News comes with the establishment of a new level of citizen participation in the Southwest Corridor Project. Now that six months of engineering for the portion of the project between South Cove and Forest Hills are behind us, the architects who will design each of the project's eight stations have begun to work on the most visible part of the job.

This design activity is the most essential step before we lift ideas from the drawing board and place them in concrete. For that reason, it is critical that each person with an interest in project design participate now. Each station has a "Station Area Task Force" that is the focus of this activity. It is here that you will be able to work with the architect for the station that you will use when you ride the new Orange Line, the MBTA Commuter Rail service, or AMTRAK.

This issue of the Corridor News describes the Station Area Task Forces and will tell you who to contact for more information. Please also feel free to contact me if I can be of help.

Best wishes for a happy Holiday Season.

Sincerely,

Anthony Pangaro

Anthony Pangaro

QUESTIONS ANSWERS

Since there is already another station named "Boylston" in the rapid transit system, what will the station at Boylston Street in Jamaica Plain be called?

The names for the new Stations should not repeat that of an already existing station, but it should be consistent with that of all other stations in the system, so it must be geographical. Send your suggestions to the Corridor News editor WFEM, 65 Winthrop Street Cambridge, Mass. 02138

QUESTIONS ANSWERS

Why is Columbus Ave. being moved to Tremont St. and not vice versa?

Because New Columbus Ave. will connect with the crosstown arterial street and will permit the return of Columbus Ave. in the South End to its former residential status. The option chosen also allows for larger development parcels, especially in Parcel 18.

QUESTIONS ANSWERS

I wonder if Wellesley and Chicago trains will be affected by reconstruction of Back Bay Station and during work on the AMTRAK Line between Back Bay and South Cove. Will these trains continue to stop at or near Back Bay?

During construction Chicago bound AMTRAK trains and Wellesley commuter trains will continue to stop at a temporary Back Bay Station. There will be a shuttle to Back Bay from South Station for Southwest commuters.

QUESTIONS ANSWERS

There are plans for some sort of crosstown transit line crossing the Corridor at Ruggles St. Station. Will it be a surface line, or will it be underground?

The crosstown transit line is currently under study and both surface and underground lines are being considered. The design of Ruggles St. Station will take these options into consideration.

Replacing the 'EL'

A meeting of the Replacement Transit Improvement Study's Working Committee, held at City Hospital Auditorium on Wednesday, October 26, was attended by over one-hundred residents, representatives of community groups and public agency personnel. Dick Tilles, of Tippetts-Abbett-McCarthy-Stratton,

and Anthony Casendino, of Childs Bertman Tseckares Associates Inc., consultants for the Project, presented the results of Phase I of the study and their recommendations for the transit systems to receive detailed analysis in Phase II.

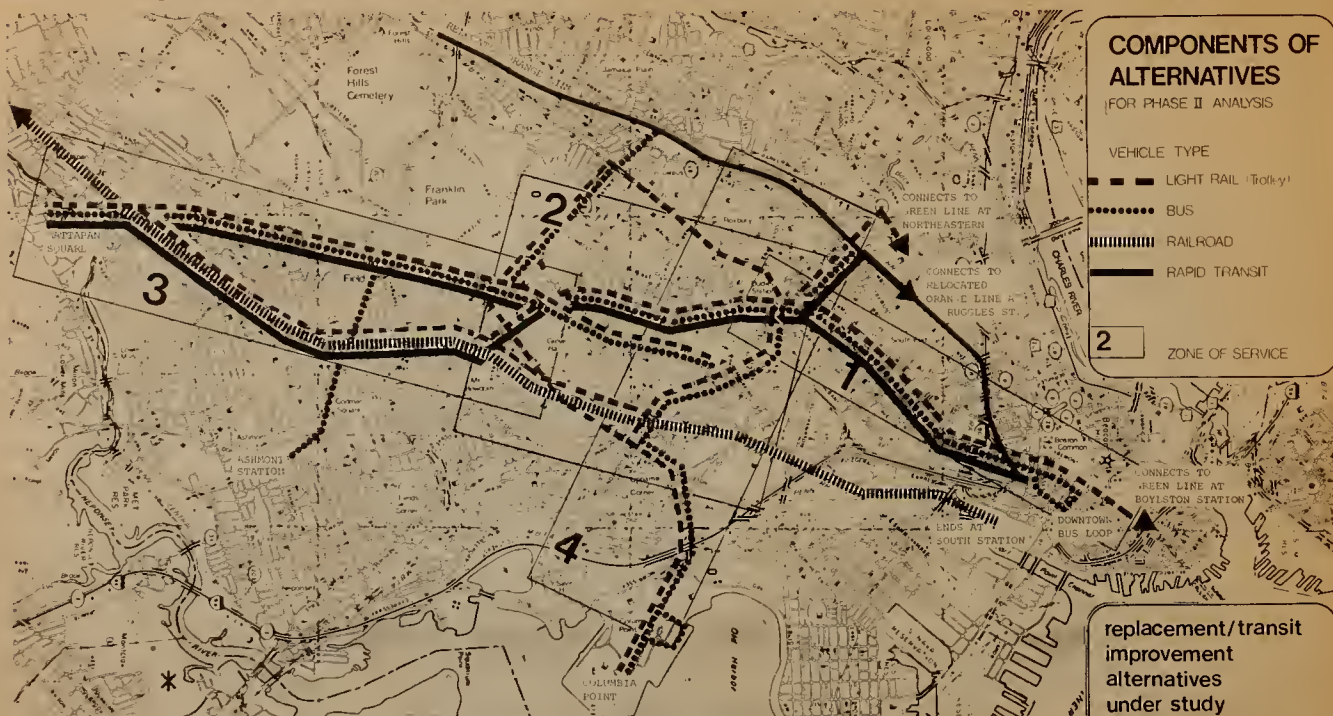
The meeting was the culmination of eight months of Phase I work. The consultants based their recommendations upon previous Project Working

Committee sessions and additional meetings with over seventy community groups. A wide range of transportation alternatives to provide both replacement and transit improvement services were analyzed during Phase I. From these the consultants have recommended specific vehicle and route options to be studied in detail during Phase II.

As a result of the meeting, several options were

added to the list to be studied. Combinations of alternatives will be evaluated for such factors as potential ridership, cost, impact on the neighborhoods, etc. See the map below for details.

A feasibility report will be published showing the results of Phase I and conclusions and recommendations for Phase II. The result of Phase II will be an Environmental Impact Statement for proposed services in the area.



Replacement/Transit Improvement Study

This study, a component of the Corridor Project will propose trans-

portation alternatives in the area shown.



This map shows the eight Station Areas in the Corridor Project, along with the neighborhoods covered by each.

To find out how to participate in the SATF's, get in touch with your Section Planner, listed on page 6 & 7.

Designing the stations (from P. 1)

car drop-off of passengers, materials to be used, parking, and new development. These are the issues of greatest concern to the Station Area Task Forces.

At this stage in design, Station Design Criteria Manuals are being drafted by the consultants, and will be reviewed by the SATF's.

SATF's

In order to deal with these issues, the Station Area Task Force is the community forum that will help review station criteria and design alternatives and advise the M.B.T.A. and other city and state agencies. There will be one S.A.T.F. for each proposed station, and the station area is the area 1/4 mile across the existing railroad tracks and half the distance to the next station.

All residents, business people and public agencies in the station area are welcomed to discuss their concerns and review consultant's work throughout the design process. A neighborhood person and the section planner for that community will be co-chairpersons at the S.A.T.F. In addition, Southwest Corridor Project consultants will provide technical backup to the S.A.T.F.

A detailed explanation of S.A.T.F. organization and procedures are spelled out in a memo prepared by Wallace, Floyd, Ellenzweig, Moore, Inc., the consultants that are responsible for planning and community liaison. This memo can be obtained by contacting your section planner (see page 7 for names and phone numbers).

The following points summarize the S.A.T.F. procedures: conclusions by the S.A.T.F. will be reached by consensus; in case of no consensus, voting will be used to document all position; recommendations to the M.B.T.A. and other agencies will be made to the Southwest Corridor coordinator; and conflicts

with S.A.T.F. recommendations will be brought back to the S.A.T.F. for further discussion.

Initial S.A.T.F. meetings have been held during October of this year. Between November '77 and April '78 they will be held about once every two to three weeks. Meetings will continue as necessary through the final design and construction periods. S.A.T.F. meetings will include the station architects and they will begin to discuss basic design in the near future.

Design process

Once the criteria and program have been determined for each station, the station architects will begin to give form to the stations and will coordinate their work with the SATF's. Alternative solutions to achieve the results required by the needs of the project and the wishes of the community will be drawn and discussed. A final schematic design will be selected by the MBTA, based upon the system needs and neighborhood advice. Once this point has been passed it will be very difficult to change design, so it is important that community residents get involved early. The architects will then proceed with final construction drawings.

The SATF's will continue to meet occasionally during the project's actual construction to resolve problems as they arise.

Your participation

Your participation in the Station Area Task Force is essential so as to insure that past public participation efforts are followed-up. This is your last chance to participate before many decisions are made. Get in touch with your Section Planner, listed on pages 6 and 7.



SATF, Roxbury Crossing

Diseñando las estaciones

(cont. de la pág. 1)

de peatones, las actividades que se llevan a cabo cerca de la estación y el carácter del vecindario. Estas incluyen tales puntos como el paisaje y jardinería, conexiones con los parques, el lugar para bajarse de los carros, seguridad, materiales a usarse, parqueo, y desarrollo. Sobre estos puntos, los comités de áreas de las estaciones tendrán cierta influencia.

SATF's

El foro comunal para desarrollar los criterios, revisar las alternativas, y consultar con el MBTA y el departamento de Obras Públicas (D.P.W.) será los Comités de Área de Estación (SATF's). Habrá uno de estos por cada estación propuesta; el área de influencia se define como el área menos de 1/4 milla de la estación y menos de la mitad de la distancia entre

dos estaciones. (Vea el mapa en esta página.)

El proceso

Una vez definidos los criterios para cada estación, los arquitectos comenzarán a darle forma a las estaciones. Coordinarán su trabajo con las decisiones de los SATF's

Participación

Se ha llevado muchos años y mucho trabajo llegar a este punto en el proyecto. Su participación en los SATF's es esencial para asegurar que esfuerzos pasados no se desperdicien. Solo así se puede asegurar el máximo de oportunidades para las comunidades y mantener el impacto negativo al mínimo. Recuerde, esta puede ser la última oportunidad de participar antes de que empiece la construcción. Póngase en contacto con el planificador de su sección para averiguar como puede participar (vea las págs. 6 y 7. Si no habla inglés, llame a Lydia Mercado al 864-3500.)



First meeting of the Roxbury Crossing SATF. Primera reunión del SATF de Roxbury Crossing.

MBTA

Massachusetts Bay Transportation Authority, which runs public transportation in Boston area

Criteria

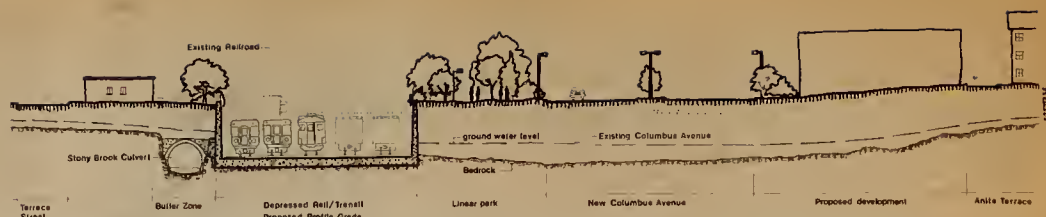
The standards and requirements for design

Criterios

Los standards y requisitos para el diseño.

Southwest Corridor Project Newsletter
December 1977

This section through the Corridor is taken near the proposed Cedar Street bridge shown in the drawing below, and shows some factors affecting the profile and alignment.



PROFILE AND ALIGNMENT

At the end of five months of engineering design for the Corridor, the final profile and alignment are soon to be determined.

The profile refers to the depth of the route; the alignment refers to location of the route itself.

After the project's Environmental Impact Statement was published, a public hearing was held in July, 1976. Based upon the testimony given at this hearing, the profile and alignment were set. Now, after five months of intensive design, more technical information is available. Final refinements will be made on the alignment and profile based on this information.

Among the range of factors taken into consideration are community concerns, urban design, engineering, construction, cost, available land, different concepts for the decks, land use of the surrounding areas, and most importantly the EIS itself.

The profile, or the vertical depth, will also be affected by factors such as the Stony Brook Culvert, the Stony Brook Sewers, the Boston Interceptor Sewer and the Bussey Brook, all of which run along the corridor and/or intercept it in several locations; these can create problems if they have to be relocated or if new construction occurs near them.

Other restrictions on the profile are the cross streets, which must be able to go over the tracks without going up and down too much, the safety of vehicles and pedestrians, and property adjacent to the corridor. There are also design guidelines for the MBTA, Amtrak and commuter rail. For example, rails going up and down abruptly can make passengers in a high-speed train feel as if they were on a roller coaster ride--something to be avoided.

The alignment, or the location left and right within the corridor, is also controlled by physical restrictions. Among these are: the narrowness of the Corridor in the

South End/St. Botolph area, the location of public housing projects, private residences, school buildings, and the foundations of the Arborway overpass at Forest Hills.

The refinement of the profile and alignment will be based upon the EIS and will take these factors and restrictions into consideration. Photogrammetric plans of a scale of 1" = 40' with spot elevations and 1' contours will be used as base plans. The plans were developed from high precision aerial photographs taken in December of 1976.

The final alignment will be a major step in design.

An example Section II

This illustration shows some of the factors that are being considered in refining the alignment and profile of the Corridor Project using the example of part of Section II. They are labeled with numbers.

1 The Stony Brook Culvert, a large pipe which carries old Stony Brook, travels along the Corridor; plans must be made to relocate portions of it, to prevent damage during construction, or to alter the alignment in order to accommodate it.

2 Bedrock and subsoils are being studied to determine the design and construction techniques to be used in building the depression for the tracks.

3 The water table, or the level of underground water, is very important in designing the profile;

4 The green space between New Columbus Avenue and the tracks will accommodate the Corridor Green Belt.

5 The radius of the curves on the tracks must be gentle enough for high speed trains.



This aerial photograph shows the Roxbury Crossing area as it is today.

The letters in the illustration denote the factors which are in turn affected by the profile or alignment.

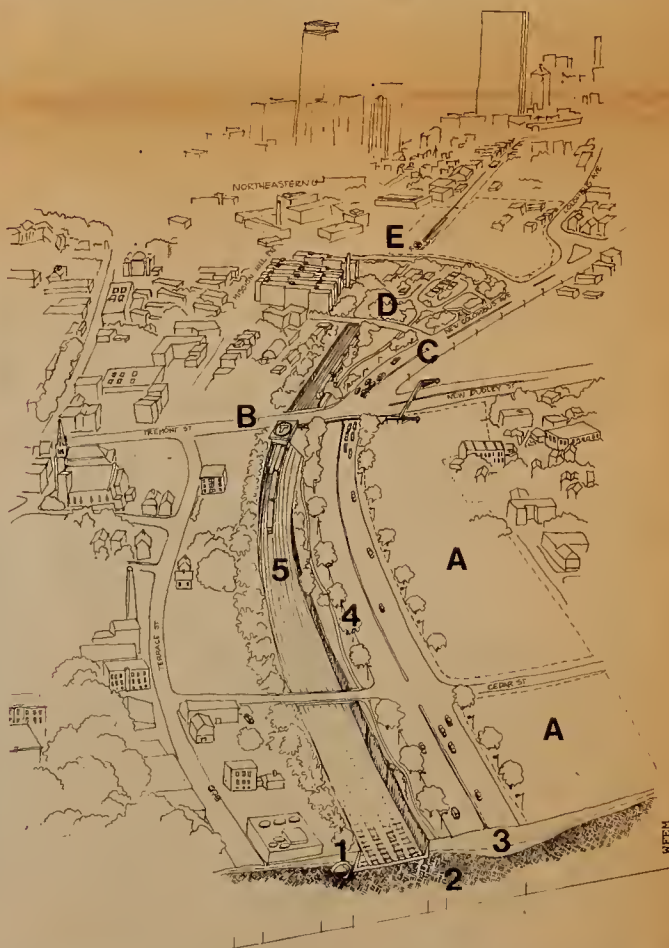
A Adjacent parcel, one of the proposed sites for Roxbury Community College.

B Roxbury Crossing Station.

C The route of New Columbus Avenue.

D The decking adjacent to the Mission Hill Extension Project.

E Ruggles Street Station, a major station on the Corridor.



EIS

A preliminary study of the Corridor Project

Culvert

A large underground pipe carrying a brook or sewer.

Photogrammetric

Contour maps made with computer from aerial photographs.

Preliminary construction has begun on the South Cove Tunnel Project in Section I. These photographs show utility relocation currently underway.



Master schedule

One of the significant tasks currently being undertaken by KE/FST is the development and refinement of a Master Schedule for the Southwest Corridor Project. The Master Schedule is a listing of the schedule for design and construction contracts for the entire Project. In order to develop this Schedule, each Section Design Team is investigating the construction operations which will be generated within its respective section. These operations will then be arranged in recommended construction contracts, including the timing and sequencing of each. In addition, detailed construction schedules will be prepared to support each recommended construction contract. The detailed schedules will also be directly related to the estimated construction costs for the performance of each contract. Another aspect considered by the Section Design Team is the feasibility of early start activities and the

acceleration of construction. KE/FST will review the construction contract packaging recommendations submitted by the Section Design Teams and will integrate this information into a Master Schedule. During the overall review process, critical restraints will be identified and construction operations will be staged in a manner that will assure the continuity of the Project. Due to the rising cost of labor, equipment, and materials, KE/FST will consider the impact of escalated costs at the time the construction is performed. Once prepared, the Master Schedule will be used as a tool to monitor the progress of the design and construction activities on the Southwest Corridor Project.

Because the Master Schedule will determine the timing of the consultant's activities, it will play an important role in the Community Participation Process for the Corridor. The activities of the Station Area Task Forces, for example, will be coordinated with the schedule in order to be most effective.

Un ejemplo en la Sección II

El dibujo en la página anterior demuestra algunos de los factores que se están considerando al refinar la ruta y el perfil del Corredor, usando como ejemplo un pedazo de la Sección II. Estos factores están marcados con números.

1 Cauce artificial del Arroyo Stony Brook, que yace paralelo al Corredor. Se tiene que planificar si se se va a relocalizar, o si no, como llevar a cabo la construcción sin dañarlo.

2 Las condiciones del subsuelo afectan el diseño y las técnicas de la construcción.

3 El nivel subterráneo de agua es crítico al determinar el perfil.

4 El espacio verde con árbo-

les entre la vía del tren y la New Columbus Ave. es parte del parque lineal del Corredor.

5 Las curvas tienen que ser suficientemente abiertas para trenes de alta velocidad.

Las letras en el dibujo señalan aquellos factores que son afectados por la ruta y el perfil.

A Parcela adjacente, designada como un posible local de Roxbury Community College.

B La estación de Roxbury Crossing.

C La ruta de la New Columbus Avenue.

D La cubierta de la vía

E La estación de la calle Ruggles, una de las estaciones principales en el Corredor.

Entering Phase II

During the month of November, the second phase of the design stage began. Phase II will complete the work begun on Phase I; "system-wide" elements, such as profile and alignment, landscape concept plan, and design manuals for Engineering, Urban Design, and Landscape will be completed.

Since Section I has some specific design problems that will affect other sections of the Corridor, such as the setting of the profile, schematic design for

elements found in Section I will also be a priority during this period.

The same kind of activities will be carried out by each of the sections.

In addition, the Subsurface Investigation Program is being carried out in order to learn more about groundwater and soils throughout the Corridor. The coordinating consultants will collect all this information and proceed to fix the alignment and profile for the tracks (see article on page four). Once the alignment and profile are fixed, they will be mathematized by the Section designers, that is, they will be translated into mathematical terms.



Crossword puzzle

This crossword puzzle is made up of words particular to the Southwest Corridor Project. All these words have appeared either in this issue or in the previous two issues of the Corridor News.

Other than that, your only clues to the answers are the drawings around the puzzle, since you get no definitions.

Clip the puzzle and send it to us. The correct answer with the earliest postmark will receive a T-shirt printed with the Rapid Transit Map. (If you work for the Corridor Project neither you nor your family qualify.)

KE/FST

Kaiser Engineers/Fay, Spofford and Thorndike, Joint venture acting as coordinating consultants

Section Design Teams

The teams of consultants in charge of design for each section

Southwest Corridor Project Newsletter
December 1977

December				★	2	3
4	5	★	7	8	9	10
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s	m	t	w	t	f	s

December 1
Forest Hills SATF, State Lab Bldg.
305 South St., J.P. Mass.

December 6
Ruggles, Roxbury Crossing & Jackson Sq. SATFs
Madison High, New Dudley St. Roxbury, Mass.

December 14
Boylston Station SATF, Boylston St. Cong. Church
207 Amory St. J.P. Mass.

December 15
Green St. SATF, St. John's Episcopal Church
1 Roanoke Ave. J.P. Mass.

Phase II

The Corridor Project is now entering Phase II (Preliminary Design) of its engineering stage. During the coming year communities along the corridor will have an opportunity to influence the specifics of design for the project. After the preliminary design phase is finished, the engineers will set programs and criteria for the stations, and MBTA will select an alternative for final design. Only minor modifications will then be possible. It is therefore very important that Corridor residents get involved at this time in discussing the needs of the community with the projects' designers. The main forum for this will be the Station Area Task Forces (S.A.T.F.'s).

There are a total of eight S.A.T.F.'s for the Southwest Corridor Project. Section I has organized

task forces for Back Bay Station and Massachusetts Avenue Station. Section II has three task forces: one for the Ruggles Street Station, one for the Roxbury Crossing Station and one for the Jackson Square Station. In Section III there are three: Boylston Street, Green Street and Forest Hills. The map at the top of page 3 shows the neighborhoods affected by each Station Area Task Force and the area where residents should focus their activities.

If you are interested in joining your S.A.T.F., call your section planner. The Section I planner is Janet Hunkel, tel. 523-8300. The Section II planner is Dee Primm, tel. 723-1700.

The Section III planner is Don Grinberg; call 267-6710.

Entrando a la Fase II

El proyecto del Corredor está entrando en la Segunda Fase de diseño. Es durante esta fase, que será el próximo año, que las comunidades tendrán la mayor oportunidad de influenciar el diseño del proyecto. Una vez se termine esta fase de diseño preliminar, los diseñadores fijarán los criterios y procederán con el diseño final. De ahí en adelante sólo será posible hacer cambios pequeños; es por eso importante que los residentes del Corredor se envuelvan ahora en discutir las necesidades de la comunidad con los diseñadores. El foro principal donde esto será posible serán los comités de áreas de Estación o SATF's. Hay un to-

tal de ocho SATF's, uno por cada nueva estación en el corredor. Un mapa en la página 3 explica los vecindarios envueltos y las áreas donde los residentes pueden participar en los comités de área de Estación.

Si está interesado en unirse a su S.A.T.F. llame al planificador de su sección. La planificadora de la Sección I es Janet Hunkel, Tel. 523-8300. En la Sección II, la planificadora es Dee Primm, Tel. 723-1700. El nuevo planificador de la Sección III es Don Grinberg, Tel. 267-6710. Las personas que no hablen inglés deben llamar a Lydia Mercado, del equipo central de planificación, al tel. 864-3500.

SECTION I

South End

Focus on stations

As we enter Phase II, our focus shifts from Corridor-wide concerns to the stations and their immediate surroundings. Although the next 6 months will concentrate on the Cover and Station Area Task Forces, there are some crucial section wide issues requiring community review. In addition, some members of the community have expressed a desire to remain cognizant of the other SATF's activities, so in the event that a section wide issue develops they can consolidate their efforts.

The EIA process established controls to protect the neighborhood character and structures adjacent to the rails. This means the wall supporting acoustic cover would not exceed 8 feet in height above the ends of the perpendicular streets and that the construction technique that would protect the adjacent homes.

Part of the engineer's Phase I responsibility is to determine how best to meet the environmental criteria spelled out in the project E.I.S. The results of this work (which is currently underway) will be presented to the community at a meeting in January and will be discussed in the SATF's. Meanwhile, the Back Bay

SATF has met with the architect, Kallmann, McKinnell and Wood/Bond Ryder and Assoc. and the Section I Planner to discuss participation procedures and specific community concerns. Members from the Ellis area articulated the need for better noise protection in the St. Charles and Cazenov St. area and limitation of Back Bay patrons' access into their neighborhood.

Mass. Ave. Station Area Task Force met with the architects, Wallace, Floyd, Ellenzweig, Moore, Inc., and like those at Back Bay, discussed participation and community concerns. In particular the participants asked for a comprehensive analysis of the planned and proposed land uses and the potential economic development of the area.

The Cover Subcommittees' different ideas on useage for the Cover are being examined by the architects and they will respond directly to the SATF's.

Action on the selection of the SATF Moderators was deferred until later meetings so that community members can get to know each other better. If you would like information on the proposed cover, then please contact Janet Hunkel at 523-8300.

Enfoque en las estaciones

Según entramos en la segunda fase del proyecto, nuestro enfoque en el corredor será más alrededor de las estaciones y sus alrededores. Pero además hay otros puntos importantes en toda la sección I, como la cubierta de la vía, que requerirán atención continua. Los Comités de Áreas de Estación, S.A.T.F.'s, han indicado que se mantendrán en contacto unos con otros para unir esfuerzos en alrededor de issues que conciernan a todos.

El proceso del Análisis de Impacto Ambiental estableció controles para proteger el carácter del vecindario y las estructuras que conlindan con la vía del tren.

Si quiere mas información sobre la cubierta o sobre el método de construcción, llame a Janet Hunkel al Tel. 523-8300. Si no habla inglés, llame a Lydia Mercado al 864-3500.

El Comité del Área de la Estación de Back Bay se reunió con los arquitectos Kallman, McKinnell and Wood/Bond Ryder and Assoc. y la planificadora de la Sección I.

Los arquitectos de la avenida Mass. Ave. se reunieron con los arquitectos Wallace, Floyd, Ellenzweig, Moore para discutir las preocupaciones de la comunidad.

No se escogerán los moderadores hasta que los miembros no se conozcan mejor.

Meetings held

On September 26, 1977, the Mission Hill Planning Commission held an Open House for Mission Hill residents and community organizations. Dee Primm, Section 2 Planner, and Tony Pangaro, Project Manager, attended the Open House and made graphics and newsletters about the SW Corridor available for review and questions.

Station Design Criteria and Station Area Task Forces were on the agenda for the Roxbury Neighborhood Committee meeting held on September 27, 1977 at Smith House. The Smith House location of the meeting prompted many of the Senior Citizen residents of the facility to attend. Station security and the design of barrier free access were important items.

Of major importance will be joint development around each station. Sari Roboff of the Mission Hill Planning Commission was concerned that the present Tremont Street bus continue to go to Dudley Station after the Ruggles Street Station is in operation.

On October 11, 1977 a joint presentation was made to Fenpac by Section I and Section 2 Planners. The Fenpac (Fenway) area is impacted by both sections. A Fenpac representative will be joining the Ruggles Street SATF.

On October 25, 1977 a Roxbury Neighborhood Committee Meeting was held at new Madison Park

High School. The Policy and Procedures for the SATF were addressed by the attendees. The individual architects for each station were introduced and the overall group broke down into 3 separate station sections.

Section planner

Dee Primm was born and raised in rural Western Mass. Dee's formal involvement in urban affairs began as a post-disaster counselor for the American Red Cross, specializing in fires in minority areas and crisis intervention. Dee also worked for the Roxbury Multi-Service Center in the field of Police/Community Relations. For 2½ years prior to joining the Section 2 engineering firm of Frederic R. Harris, Inc., Dee was Community Liaison for SWCC, a community-based advocacy group. In addition to her present position, Dee serves as an elected member of the Roxbury North Dorchester APAC Board of Directors as Clerk, is a board member of ABCD, and is actively involved in the Roxbury Action Program Policy Planning Group. She lives in Roxbury.



Dee Primm

Reuniones

En la Sección 2 han habido numerosas reuniones. Una breve lista de las reuniones más importantes y de sus temas principales sigue a continuación:

El 27 de septiembre hubo una reunión en Smith House. Las preocupaciones principales fueron las necesidades de los ancianos y el servicio de guaguas en la calle Tremont.

El 11 de octubre se hizo una presentación a

Fenpac, representando al área de Fenway, donde se habló de la cubierta del arrollo de Stony Brook y sobre la estación Ruggles St.

El 25 de Octubre se llevó a cabo una reunión en Madison Park High School para formar los Comités de Areas de Estación. La reunión incluyó con la organización de SATF's para las estaciones de Ruggles St., Roxbury Crossing y Jackson Square.

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Section II Planner
Planificadora de la
Sección II

Minton Street deck

Two Neighborhood Committee meetings were held in Jamaica Plain during the month of September.

On September 14, a meeting was held in the Agassiz School to discuss the Urban Design Manual being prepared by Stull

way Green Line.

Another Neighborhood Meeting was held at the State Lab on September 20 to discuss the content of the Station design manual and the role of the Station Area Task Forces. Milton Schwartz of HNTB



The Minton St. Cover Committee meets to discuss the cover.

Associates as well as to discuss Corridor and landscape design issues. About 35 Jamaica Plain residents viewed maps and slides addressing issues, such as the location of a deck over the depressed tracks north or south of Minton Street, and the provision of a greenway connection between the proposed Southwest Corridor Greenbelt, the Aboretum and Franklin Park.

Tony Pangaro reported that the MBTA is investigating the possibility of taking a portion of the oil tank property on Washington Street for a traction power substation as part of its modernization of the electric system providing power for the Orange Line and Arbor-

introduced representatives of the architectural firms who will design the three stations in Jamaica Plain. Milton Schwartz reported that studies are continuing relative to maintaining the existing Forest Hills Station while a new station is constructed, versus constructing an interim station for use during the Southwest Corridor construction period. The Forest Hills Station Area Task Force will be actively involved in continuing studies of the area. Section III finally has a Section Planner. Don Grinberg has been hired by Howard Needles Tammen and Bergendorf and has begun working.

Cubierta de Minton Street

Durante los meses de septiembre y octubre hubieron numerosas reuniones en Jamaica Plain.

El 14 de septiembre hubo una reunión, a la que asistieron como 35 residentes, para discutir el Manual de Diseño Urbano, actualmente bajo preparación.

El 29 de septiembre se llevó a cabo una reunión en el Laboratorio Estatal para discutir el Manual de Diseño de Estaciones y los Comités de Areas de Estación, SATF's.

El 26 de octubre se llevó a cabo una reunión para Formalizar el Comité del Area de la Estación de Forest Hills.

El 27 de octubre hubo una reunión especial para discutir la cubierta de la vía del tren frente a la calle Minton. No se ha decidido exactamente donde se va a localizar esta cubierta.

El 9 ó 10 de noviembre se elegirán los SATF's para las estaciones Green y Boylston.

Section III Planner
Planificador de la
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Designer's Workshop

In order to give all consultants a comprehensive overview of the design process and the tasks involved, an all-day Designer's Workshop was held last October 7th.

The Workshop, held at the office of the Project Manager, began with an outline of the scope, schedule and procedures involved in managing the project. It was followed by presentations and discussions of Community Participation, Engineering and Urban Design.

The afternoon session consisted of a discussion of

the general problems and tasks involved in designing the stations and a brief overview of each of the eight new stations. The consultants then held separate discussions for the major issues of each Section. The day ended with an Open House for Corridor residents and business people.

The construction of the Southwest Corridor Project opens up an exciting possibility for a continuous bicycling route between Forest Hills Station and downtown Boston--much of it a bike path separated from hazardous street traffic and located within the Corridor park.

The benefits of the bike route will be considerable. Commuting to work, school and college by bike, already a daily routine for many Corridor residents, will become an easier and safer activity and could attract many more people to the idea. Bicycling for recreation will become a real opportunity -- enjoyable, safe, and a way for reaching individual recreation areas

Southwest Corridor Bikeway



along and near the Corridor parkland, such as the Back Bay Fens,

Franklin Park, and the Arnold Arboretum.

Bicycling and walk-

ing really don't mix well within the same path. Fast bikers may endanger pedestrians, the elderly, mothers with children, and even other bikers. The appropriate solution is to have separate paths for bicyclists and pedestrians. The Corridor project will provide such a separation.

Surrounding the bike and pedestrian paths and the other features of the system will be the Corridor parkland itself, Boston's new loop for the Emerald Necklace and the most significant environmental feature to be added to Boston's map in nearly half a century, since the Charles River Esplanade was completed.

Northeastern & Community to formulate agreement



On October 20, 1977 a special project design presentation, was made to the Parcel 18 Task Force. This group is composed of Northeastern University personnel and community groups in Section 2 (Roxbury), and have been meeting informally over the last two years to formulate a working agreement regarding the Ruggles Street area of the SWC. The University has agreed to aid the community in its development of the SW Corridor. President Ryder of Northeastern attends the seminars personally and is most anxious to see Parcel 18 develop into a major benefit for the neighborhood. Parcel 18 represents one of the

greatest opportunities for development in the SWC. The possibility of joint development at this parcel will take into consideration the needs of the MBTA, the University, the residents of the Mission Hill extension and Whittier Street housing developments, and the capabilities of the local community development corporations.

The Parcel affords Northeastern the possibility of relocating its "Front Door" to the Ruggles Street Station. Joint usage of the parcel by the neighborhood is anticipated by those entering into the agreement. The Parcel 18 Task Force will be part of the Ruggles Street Station Area Task Force.

Housing for Hyde Park

Under the guidance of the Hyde Park I-95 Neighborhood Committee, schematic design has been completed by architects Goody and Clancy for 104 units of housing for the elderly in Hyde Park on Southwest Corridor Land.

The housing is to be located on Summer Street, in a residential neighborhood of one, two and three family homes. The new apartments will consist of two story, pitched roof, row houses and will be designed to maintain the scale and character of the

surrounding area. The project is to be owned by the Boston Housing Authority, financed by the Commonwealth's Department of Community Affairs. Tenants will be elderly and will pay a maximum of 25% of their income for rent. The project is expected to be under construction in 1978.

Neighborhood involvement in the project has been underway for several years. Its success is due in large part to the hard work and enthusiastic support of the Hyde Park I-95 Neighborhood Committee, chaired by Mr. Michael Comperchio, a resident of Summer Street.

